

## LETTER FROM PITTSBURG.

**A CHIEF CASE—INCREASE OF CRIME—THE RAILROAD BILL—What the Western People Want—The Soldiers' Monument Fair, Etc.**

(RECEIVED TELEGRAPH SPECIAL CORRESPONDENCE.)

Pittsburg, March 8, 1867.  
A little affair is being itemized in the newspapers here, which promises to gain considerable importance. It appears that during the term of Mr. Lowery as Mayor of this city, a man by the name of May, who had been but a few days liberated from the penitentiary, was arrested and again installed within the prison walls, charged with the same misdemeanor.

After some time had elapsed the man was liberated, and nothing more was heard of the case until a few days since, when Mr. Lowery, whose term of office expired some months since, was charged before Alderman Macmaster with having kept the money taken from the man May at the time of his arrest. Mr. Lowery waived a hearing, and the case will go to court for trial. It is alleged by the friends of ex-Mayor Lowery that the whole affair has been gotten up with the idea to damage the reputation of that gentleman, by Alderman Macmaster and the present Mayor of the city, Mr. Macarthy, who are bitter political enemies. The affair is creating considerable talk among the politicians, and it promises to develop some rich proceedings in regard to how and by whom the elections are carried in this city.

The increase of crime in this section is coming a subject of remark. Not a day passes but what there is some high-handed robbery takes place, and the facility with which people are plundered in their own homes bids fair to rival our more populous cities in the East. That this is occasioned by there being so many men out of employment there can scarcely be a doubt. Nearly all the glass and large iron establishments are unemployed, and the consequence is that hundreds of people are left without the means to live.

This lamentable condition of affairs appears to be growing worse every day instead of better. The puddlers have struck for higher wages, and refuse to work until their demands are complied with. The employers have offered a considerable advance over former prices, but refuse to meet the demand made by the laborers, on the ground that, should they do so, the manufacturers of the East, where labor is cheaper than here, would be able to undersell them, and thus drive them out of the market. The glass men are almost in the same predicament. I am of the opinion that the efforts made by the employers is as fair a one as the workmen could expect, and should be taken advantage of. Should they, however, refuse to go to work at the prices now offered, it is probable that the furnaces will be out of blast for some time to come.

The Railroad bill continues to be the theme of conversation in all circles of society, and the eastern members of the Legislature, as well as those of the west, who are evidently in the interest of the Pennsylvania Central Railroad Company, have the just indignation of our people heaped upon them, for the pains they take in behalf of the corporation. The gentlemen from your city who occupy seats in the Legislature at Harrisburg, are certainly very short-sighted if they believe they are legislating for the benefit of Philadelphia when they enact laws which give the right to monopolize all of the Western trade to the Pennsylvania Railroad. Apropos, the Commercial of this city, gives the following, which will be recognized by every Philadelphia merchant as a fact. After speaking of the difficulty experienced by your merchants in raising enough money to establish a line of ocean steamers, the writer says:—

"With the true sense of the interior very considerably diverted to New York, as the certain result of permitting the legislation of the State to be controlled by the Pennsylvania Railroad Company, this inevitable Philadelphia disadvantage is a commercial city only as she grasps the products of the country. Her steamship enterprises fail, or have a sickly existence, simply because the trade and products of the country are diverted from her. New York has two great competing lines of railroads, and their great competitor, her canal and ocean route, the products of a dozen States upon her wharves. There is no competition for the benefit of Philadelphia—it is all against her. With that single line of railway linking her with the great West—and that too with a divided allegiance—how can she expect to be a commercial city—what wonder is there that capitalists hesitate to subscribe the paltry sum of half a million of dollars towards establishing a steamship line?"

There is more real sound logic and truth in the above than the half of the people in your city are aware of. Our State is one of the richest and most populous in the Union, but it has been ruled to such an extent by the gigantic railroad monopoly, that the trade of the great West is gradually but very surely leaving her, and going to New York and Baltimore. The Commercial, after quoting the recent speech of Senator Cameron, on the wealth and almost unlimited resources of the State, says:—

"If Philadelphia would only avail herself of these dormant elements of trade and commerce—so wonderful in extent and kind, and so near to her door—there would be little occasion for her begging a few hundred dollars annually to keep up a sickly line of steamships. She would grow, her commerce would expand, and instead of one poor line, she would have many lines of steamships to all parts of the world. But instead of doing this, she folds her arms and trusts her future to a single corporation—which, after all, gives her but a share of its business—a corporation which, like the grasping incubus who cultivates but a small part of what he owns and continually grasps for more, so that he may prevent cultivation by others, the Union reaps up the sources of wealth so graciously described by Senator Cameron, but which Philadelphia might, if she would, call all her own."

This is what may be called pretty strong language, but it is none the less true. For the proof, let any man take a trip through the State and mark how, at every conceivable place, extraordinary facilities are offered for merchants to send their goods to New York, and little or none are offered on behalf of Philadelphia.

A meeting of the Soldiers' Monument Association was held yesterday afternoon, and the Fair, which was to have taken place this month, has been postponed until the 27th of May. The following committees were appointed:—

Committee on Tickets—General A. L. Pearson, Colonel Thomas M. Bayne, and Dr. E. S. Umbreit.

Committee on Dressing Gown—Mrs. R. E. Sellers and Mrs. Samuel Kline.

Committee on Raffles—Mrs. Preston and Mrs. Watt.

Committee to call on Railroad, Banking, and Insurance Companies—Mrs. Mann, Mrs. Watt, Mrs. Robinson, Mrs. Pearson, and Mrs. McCune.

Committee on Telegraph—Messrs. Snowden, Blankley, and Moreland.

**HASTING'S**

COMPOUND SYRUP OF NAPTBA

CURES CONSUMPTION.

SOLD BY ALL DRUGGISTS.

DEYOT & CO., AGENTS,

221m N 2 North SECOND Street

## SHIPPING.

## GRAND EXCURSION

## TO THE

## PARIS EXPOSITION.

## H A V A N A.

2000 Tons Burden.

STEPHEN WHITMAN, COMMANDER.

Will make an Excursion from New York to Havana and back, sailing from Pier No. 46 North River, on WEDNESDAY, April 17, at 12 o'clock M., taking Passengers for Paris, London, and Bremen. Returning will sail from Havana on June 8, giving Passengers Excursion Tickets about six weeks in Europe.

This magnificent Steamship is divided into water-tight compartments, and has been newly furnished with comfortable and elegant accommodations for passengers. The HAVANA will only carry first-class passengers. FULL BOARD OF 2400 will accompany the ship. Price of Passage, in currency, to Havana, \$150, and to Europe, \$250. For further particulars and passage apply to the Agents.

MURRAY, FERRIS & CO.,

No. 62 SOUTH Street, New York,

Or to the

PHILADELPHIA LOCAL EXPRESS COMPANY,

39 m4p No. 625 CHESTNUT Street, Phila.

## STEAM TO LIVERPOOL—CALLING

at Queenstown.—The Inman Line, sailing semi-weekly, carrying the United States Mail, leaving New York for Liverpool, on WEDNESDAY, March 13, at 10 o'clock A. M.

CITY OF ROCHESTER, on WEDNESDAY, March 13, at 10 o'clock A. M.

CITY OF CORK, on WEDNESDAY, March 13, at 10 o'clock A. M.

CITY OF BALTIMORE, on SATURDAY, March 16, at 10 o'clock A. M.

By the mail steamer sailing every Saturday.—Payable in Gold.

First Cabin, \$100; Second Cabin, \$75; Third Cabin, \$50.

Passage by the Wednesday steamer—First Cabin, \$100; Second Cabin, \$75; Third Cabin, \$50.

Storage passage from Liverpool or Queenstown, \$75 currency. Tickets can be bought here by persons sending for their friends.

For further information apply at the Company's office.

JOHN G. DALE, Agent.

Or, No. 111 WALNUT Street, N. Y.

## FOR NEW YORK—SWIFTS

Travelling Company and Swifts Lines, via Delaware and Harlan Canal, and after the 10th of March, via the Delaware and Chesapeake Canal, connecting with all Northern and Eastern Lines.

For freight, which will be taken upon accommodation terms, apply to

WILLIAM M. BAIRD & CO.,

No. 112 S. DELAWARE Avenue.

## TO SHIP CAPTAINS AND OWNERS.

The undersigned having leased the KEN SINGTON SKEW DOCK, begs to inform his friends and the patrons of the dock that he is prepared with improved facilities to accommodate those having vessels to be raised or repaired, and being a practical carpenter and caulker, will give personal attention to the vessels entrusted to him for repairs.

Captains or Agents, Ship-Carpenters, and Machinists having vessels to be repaired are solicited to call.

Having the agency for the sale of "Westerfield's Patent Metallic Composition" for Copper paint, for the preservation of iron and steel, and for the same prepared to furnish the same on reasonable terms.

JOHN H. HAMMITT,

Kensington Screw Dock,

110 DELAWARE Avenue, above Laurel Street.

## PERSONAL.

## UNITED STATES PENSION OFFICE, No.

235 CARTER Street, below Third (Old Post Office Building).—The undersigned will pay

## ALL INVALID MALE PENSIONERS

In the following order, commencing

MONDAY, MARCH 4, 1867.

Male Pensioners whose last names commence as follows will be paid on the days designated:—

A. B. and C. March 4 and 5.

D. E. and F. " 6 " 7.

G. H. and I. " 8 " 9.

J. K. and L. " 10 " 11.

M. N. and O. " 12 " 13.

P. Q. and R. " 14 " 15.

S. T. and U. " 16 " 17.

V. W. X. Y. and Z. " 20.

The Office will be open at 8 o'clock, closing at 4. All pensions remaining unpaid on March 20 will be paid whenever presented after that date.

E. W. C. GREENE,

United States Pension Agent.

## WANTS.

WANTED—A LAD 12 OR 14 YEARS OLD.

In a Gentle Furnishing Store. Address, with reference, F. S., at this Office.

WANTED—IN A COMMISSION AND SHIPPING HOUSE, An active and intelligent young Lad. Address F. C., Box No. 360, Post Office.

FOR SALE.

FOR SALE (PO SESSION WITH DEEDS),

Brown Stone Dwelling, twelve Rooms, and conveniences, Mansard Roof, Lot 40 by 160 feet. South side of Spruce Street, above Forty-third.

Also, Three-story Dwelling, with two-story Back Buildings, No. 60 N. Thirteenth Street.

F. A. TRIGG, No. 305 WALNUT Street.

FOR SALE—DWELLING No. 315 N.

Sixth Street, above Vine, 21 feet front by 30 feet deep. For sale after the 1st of April. Will then be vacant and can be examined. Clear. Terms easy.

Apply to

MAHER, No. 115 TENTH Street, below Chestnut.

TO RENT.

VALUABLE STORE

TO LET,

No. 811 CHESTNUT Street,

Bank of the Republic Building.

ALSO, TWO LARGE ROOMS.

APPLY AT THE BANK.

TO RENT—A COUNTRY SEAT, BEAUTIFULLY situated, within ten miles of the city, containing about twenty acres. The above can be rented for one or two years. Apply to

LEWIS H. REEDER,

No. 182 S. FOURTH Street.

TO RENT—A THREE-STORY BRICK DWELLING, with side yard, situated in THIRTY-FOURTH Street, above Market, West Philadelphia.

39 m4p

## HASTING'S

COMPOUND SYRUP OF NAPTBA

CURES

COUGHS AND COLDS.

GIVE IT A TRIAL.

Sold by all first-class Druggists.

DEYOT & CO., AGENTS,

No. 232 North SECOND Street.

F. HOFFMANN, JR.,

No. 825 ARCH Street,

(Late G. A. Hoffman, formerly W. W. Knight.)

FINE SHEETS AND WRAPPERS,

HIGHER QUALITY GLASSES,

ALSO, LAMPS, WOOD, AND BRASS,

UNDERCLOTHING,

221m N 2 North SECOND Street

## DRY GOODS.

## LADIES' CLOTHS.

## AUSTRIAN,

## FRENCH, and

## AMERICAN CLOTHS.

A full assortment for

CIRCULARS AND SHORT SACQUES.

SCARLET CLOTHS,

BLUE CLOTHS,

WHITE CLOTHS,

FULL STOCK OPERA CLOTHS.

BLACK ZEPHYR CLOTHS FOR LADIES' SPRING WEAR

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## DRY GOODS.

## SPRING ASSORTMENT.

## HOUSE-FURNISHING DRY GOODS.

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